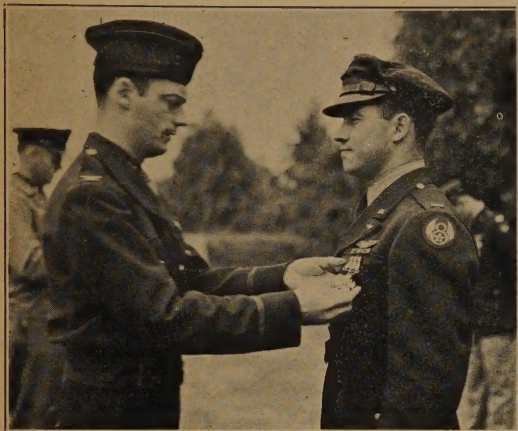




D. F. C. AWARDED TO WORTHEN



A Highway Serviceman, 1st. Lieut. Henry B. Worthen receives the Distinguished Flying Cross from his Flying Fortress group commander, at an Eighth A. A. F. bomber station in England. This decoration which was awarded for "extraordinary achievement" in aerial combat, followed the previous awarding of the Air Medal with three Oak Clusters.

Events Move Fast For. Lieut. Worthen

Returning Flyer Honored for Outstanding Feats

If you want to know how it feels to have things happen fast, sit down and have a chat with 1st Lieut. Henry B. Worthen of the U. S. Air Force, a former member of the Perth Amboy office of Survey and Plans.

Worthen returned to this country and more particularly to his home in Interlaken after completing 30 missions in a B-17 Flying Fortress over Europe to find that he was the father of a son born on June 28th, a date which also happens to be his wife's birthday.

As if this were not enough to set this young flyer's head spinning, add to it the fact that just prior to embarking for his stay in this country Henry had been awarded the Distinguished Flying Cross. He also holds the Air Medal with three Oak Clusters. In fact, so excited was Worthen upon receiving news on his son's birth that he completely forgot to mention the honor as he talked with his wife by phone the night of his arrival, one year to the day after he had received his wings.

Modest to a fault, this Highwayman practically refused to talk about himself. He did mention the time when one engine of his Fortress was knocked out by ack-ack and seemed especially thankful that none of his crew had suffered any injuries. He spoke with pride of the "yellow nose" (Folke-Wulf) one of his gunners had shot down.

Participated in Invasion

As a member of the D-Day invasion, Lt. Worthen saw little of the ground or water below due to heavy weather. This was no hardship on either Henry or his crew.

(Continued on Page 2)

LOUIS BOLAND

Louis Boland, Bridge Attendant at the Little Ferry Bridge, died at the Englewood Hospital on July 28th, following a heart attack. He resided at 243 Hoyne Street, Fort Lee.

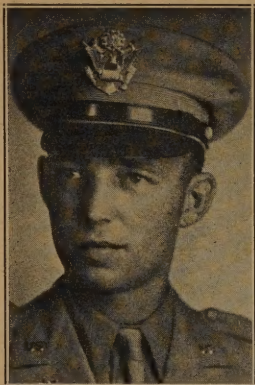
A public spirited citizen, Mr. Boland was a member and officer of the Volunteer Fire Department, Secretary of the Parent-Teachers Assoc., was active in fraternal organizations and had served as County Committeeman for many years.

He is survived by his widow, Mrs. Mabel Boland; a daughter, Lt. Hazel, now stationed in England with the Army Nurses Corps; a son, Arthur, two brothers and two sisters.

THE HIGHWAY wishes to extend to these survivors the sympathies of employees everywhere upon the loss of a valuable employee.

Lt. Harris Killed on Bombing Mission Over Germany

First Lieutenant Earl B. Harris, son of Frank E. Harris, Assistant Engineer of State Aid Projects, has been reported killed over Germany following a bombing mission on July 20. Word was received to this effect by his wife, Mrs. Helen M. Harris, 4000 Old Princeton Pike.



EARL B. HARRIS

Lieut. Harris, who was a navigator on a B-24 Liberator, had made more than 28 flights over enemy territory from the Italian base where he was stationed. He had received his commission as first lieutenant shortly before his last mission.

Lieut. Harris, who had been employed by the Electrical Division until shortly before his enlistment in 1942, was commissioned as second lieutenant a year ago. While in training, he had distinguished himself by graduating third in his entire class with a cadet rating of captain.

Besides his wife and parents, Lieut. Harris is survived by three children, Constance 5, Ronald 3, and Frank Earl, who will be 2 this month. Also surviving are two sisters, Mrs. Elmer Smith and Mrs. Virginia Moss.

Quotation for August

"Use what talents you possess: The woods would be very silent if no birds sang except those who sang the best."

OUR IN-SERVICE TRAINING PROGRAM

Additional Courses Will Be Offered to Highway Engineers

A year ago through the cooperation of the Engineering, Science and Management War Training Program of the United States Office of Education, a course of twelve lectures on **SOIL MECHANICS applied to Airport and Highway Engineering** was offered to the members of the Engineering Staff of the State Highway Department by members of the Faculty of the Princeton University School of Engineering. This course of lectures, which was inaugurated at Trenton, was repeated during the Winter and Spring in Newark and Camden for the staffs in those two areas. In all, approximately two hundred engineers were registered for this course. The subject matter of these lectures proved of unusual value; it demonstrated conclusively the value of an In-Service Program for the Highway Engineers.

Last month, Mr. Gilmore Clark, Consultant to the Department and one of the foremost authorities in the country on parkways, delivered two lectures to the Engineering Staffs of Trenton and Newark on the principles of parkway design. Copies of his informative lecture have been mimeographed and circulated for permanent reference by the Staff. As a result of the interest expressed in the earlier course and in these lectures, others are being planned for a later date.

The Princeton University Engineering School has agreed to present a course on the American Society of Testing Materials testing **methods similar to the one offered to Engineers in Illinois by the Illinois Institute of Technology.** This new course will be open to the Engineers of the State Highway Department and other Engineers in the Trenton area engaged in war work. It is hoped that the members of the Department will avail themselves of this latest offering on a subject of increasing importance.

This entire program of "In-Service Training" which has been sponsored by the Department during the last year should serve a three-fold purpose, first, by vitalizing actual practice with theory tested by research; second, by improving the technical skills of the Highway Engineers; and third, preparing the Staff for larger engineering tasks in the postwar era.

While the present is one of relative inactivity for the State Highway Department so far as actual construction is concerned, it can and should be a time of more intensive technical preparation for the days ahead. Upon the Department and its Staff will depend the preparation and execution of much of the public works activity in the postwar era. Toward that end the Department is now completing a substantial amount of plans; it is now at work on no less than \$65,000,000 worth of postwar projects.

We will do well to remember that when the men in the Armed Services return from overseas, their experience and mood will be one of impatience with delays and red tape and a preference for action which is planned and executed with the minimum of delay. It is well for us to get in step now with that new mood!

SPENCER MILLER, Jr.,
State Highway Commissioner.

Off-Time Hours Are Exciting For Policeman Clifford Hulse

Clifford Hulse, Merchantville Garage mechanic as well as a volunteer member of the Allentown police force, had an exciting evening on August 14th.

Upon returning from his daily chores at Merchantville on the day in question, he was immediately assigned to track down a suspicious character who had been terrorizing members of his home community.

No sooner was this mission successfully completed than Cliff was sent on the trail of an escaped convict from the Bordentown Prison

Farm. Good detective that he is, it was no time until he was on the man's trail.

He caught up with the convict on the Yardville-Allentown road and after searching him placed the man in the police car and returned him to the prison farm from which he had escaped earlier in the day.

You can readily imagine the high repute in which Hulse is held by the residents of Allentown. He must give them the same kind of service he renders to the State Highway Department.

Pvt. V. C. Rogacki Killed in Action

Maintenance Man Victim of Invasion

During the fourth day of the Allied invasion of Normandy, Private Vincent C. Rogacki, 32, of 768 Second St., Trenton, and a member of the institutional road gang of Foreman Joseph Vizzini, was killed in action with his infantry unit.

Notification of the death of this Highwayman was received recently by his parents, Mr. and Mrs. Adam Rogacki. Details were not given.



VINCENT ROGACKI

Private Rogacki had been in the service for more than two years. He received his training in South Carolina and at other military centers prior to embarking for England in January 1943. During the seventeen months between that time and D-Day his unit practiced invasion tactics.

The death of Rogacki is the first recorded among Highway servicemen as the result of actual combat and comes as a shock to his scores of friends in the Department. Besides his parents, Private Rogacki is survived by four sisters, Mrs. Bertha Korn, Mrs. Jennie Ostrowski, Mrs. Nellie Borowsky and Miss Helen Rogacki, and a brother, John. To them THE HIGHWAY extends on behalf of Highway employees everywhere sincerest sympathies.

Sgt. Fred Natoli Nazi Prisoner

In a message sent to her by the War Department, Mrs. Fred Natoli was informed that her husband, a member of the late William Hagin's maintenance crew, was a German prisoner of war.

Natoli, an aerial gunner of a B-24 Liberator, had been reported missing following a bombing mission over Hungary on April 23, 1944. The Sergeant entered the service two years ago and trained at Topeka, Kans., Denver, Colo., and Wendover Field, Utah. It was while stationed at Denver that Fred married the former Rosemarie Tiesi in January, 1943.

Natoli, who resides at 128 67th St., in West New York, entered the employ of the Highway Department in 1940 and as far as has been reported is the first Highwayman imprisoned by the Germans.

THE HIGHWAY

Published by the New Jersey State Highway Dept.

In the Interests of Its Employees

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The Highway is Two Years Old

This issue marks the start of a new year for THE HIGHWAY. In short we are two years old, and, incidentally, the oldest employee paper published by any highway department in this country. During the comparatively short time that has elapsed since the first issue came off the press, it has been our privilege to serve in one of the most turbulent periods of world history.

Young as it is, THE HIGHWAY has seen great changes wrought in world events. When Vol. 1, No. 1 first appeared, the United Nations were fighting a defensive war, their backs literally against the wall. The Japs were advancing on Port Moresby in their drive against Australia; Tobruk had fallen as Rommel pushed on toward Cairo, and the armies of Russia were reeling back toward Stalingrad.

At that time 184 Highway employees were already in the Armed Forces while others were leaving our midst daily to join the colors. This gradual exodus added names to our Honor Roll until today the total has reached 429. All during this period THE HIGHWAY has found its way to these men in every corner of the earth, bringing to them news of their Department and friends, little intimate items so eagerly sought by those away from home. Through their mail and by way of all too infrequent visits, it has been the privilege of your paper to print the stories of many of these servicemen, and through their words to relive many of the more momentous battles of the war.

As we look forward to our third year, it is with an optimism undreamed of but two scant years ago. With Italy already out of the war, with Germany and Japan facing defeat in the predictable future, we already are anticipating the post-war world. Needed highway construction, long overdue, is ready to take its place in supplying employment for returning servicemen. Plans are underway, or already have been completed, to modernize New Jersey's system of traffic arteries.

As the picture changes, THE HIGHWAY anticipates performing an even more useful service to the Department and its employees. With the resumption of construction activities, its function of binding together a far-flung organization, of presenting subjects of Department policy to all Highwaymen, of tying the entire personnel together in matters of common concern, will assume added importance. Coordination and cooperation will continue to be our watchword.

On the occasion of our birthday, your staff would like to say that they deeply appreciate the whole-hearted manner in which Highwaymen everywhere have aided in supplying news, ideas and suggestions for the paper. Without this enthusiastic cooperation, the job would have been much more difficult. They further appreciate the many nice things you have said about THE HIGHWAY, and would like to feel that, if correctly interpreted, they would add up to — HAPPY BIRTHDAY.

Lt. Worthen

(Continued from Page 1)

for he has a wholesome respect for the accuracy of enemy anti-aircraft fire. As if to prove his point, he described his Fortress, the "Joisey Joik," as looking like an over-patched inner tube.

Many things that filled the flying hours of this co-pilot must remain untold until after the war, but he did mention the accuracy of American bombing and in particular the occasion when their objective was a large bridge. So precise was the aim of the bombardier on the target that when they released their stick of bombs, the first shattered the bridge abutment and the others destroyed the bridge as they fell along the deck.

On other occasions oil refineries and similar military objectives were destroyed with similar accuracy, the resulting fires in many instances being beyond description.

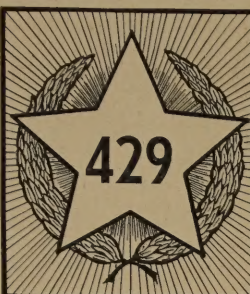
Flying Tension Increases
There is apparently no such thing as getting accustomed to a

bombing mission. One gathers that after 20 or 25 missions, instead of taking them in stride, the tension increases and each subsequent mission gets tougher. Recurring visions of the fate of less fortunate fliers, full knowledge of the laws of average, and many little superstitions all contribute to the growing mental hazards. The last few missions are the ones which are a mixture of hope and dread, the ones which try the fliers' hearts most.

Lt. Worthen is the son of Mrs. E. T. Osborn, wife of "Jerry" Osborn, Grade Crossing Engineer for the Highway Department. He has been in the Air Force since his enlistment as an aviation cadet in June, 1942. Prior to that he had taken civilian pilot training at the Asbury Park Airport.

A graduate of Asbury Park High School, Henry who came to the Highway Department in January, 1938, and was married in 1941, took advanced training at a west coast air field and piloted his Flying Fortress across the Atlantic last winter.

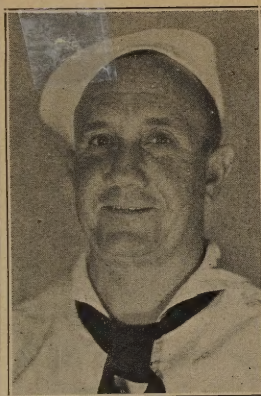
Highway Honor Roll



News from Our Men In the Service

Cpl. Wm. J. Elwell 32242294, Hq. Co. Hdqs. Comm, ETOUSA A. P. O. 887, U. S. Army, sends a postal of a bombed-out portion of London and writes: "I don't seem to be on your mailing list but my good friend W. L. Dilks (Maintenance Foreman) sees to it that I get a copy and I enjoy it very much. You have no idea how much it means to open a copy and see a familiar face or read about someone you know . . ."

Elwell is a Maintenance Patrolman who worked under Foreman Dilks in South Jersey prior to entering the service. In the future his copies of THE HIGHWAY will be sent direct.



RAYMOND SWEENEY

A veteran of two wars, 1st Class Gunner's Mate Raymond Sweeney is back from many a wet crossing of the Atlantic and a part in the D-Day invasion. Ray, who worked for both the Electrical and Administration Divisions prior to joining the Navy, is stationed at the Brooklyn Navy Yard while his ship, a destroyer escort, is being reconditioned for South Pacific service. On their last crossing they trailed a U-boat for six hours before finally blowing it to pieces in the bottom of the Atlantic. Floating debris and oil slick gave mute testimony to the accuracy with which they dropped their depth charges.

At present Sweeney is enjoying brief leave, after which he will rejoin his shipmates and start after the Japs. He feels that they have about finished the U-boats.

CPO William Walmsley who has been in the dreary Aleutians since early in the war writes that he has received his first copy of THE HIGHWAY since arriving there. "Thanks a lot. Being the July issue it showed Major Higgins and the Highway boys having their reunion. Having spent 17 months there I can assure you it is not as pleasant as the picture shows."

Bill's complete address is:

Wm. Walmsley CCM
C. D. 2415
Camp Parks, Shoemaker, Calif.

Appreciates the Ladies

James D'Amato, MM/2C, finds time during the South Pacific fighting to write a letter of appreciation to Claire Laczoni, co-author of our ladies column. Jimmy says: "In looking over THE HIGHWAY I read with interest your M. C. column. I think it is a grand idea to give our female employees a write-up each month for the women are doing a swell job on the home front. Keep up the good work . . ."

"I was connected with the Landscape Division for 12 years under Foreman Johnson in central Jersey before my enlistment in the navy in 1942. This, incidentally, is my second hitch. We are doing a good job down here and we don't mind being away from our families because we know there is still a big job ahead . . . I get THE HIGHWAY regularly and thanks to all who make it possible."

Jimmy's address is:

James D'Amato MM/2C
1009-D U. S. Navy A-4
c/o Fleet Post Office
San Francisco, Cal.

We'll bet that D'Amato would appreciate a letter from the home-front.

Returns from Africa



LT. D. R. LAWSHE

Lieut. David R. Lawshe of the SeaBees recently spent a ten-day leave in Trenton after being returned from Oran where he was hospitalized. During his stay in Trenton, Dave paid several visits to the Highway Department offices and took advantage of the occasion to catch up on a lot of much needed rest.

At the expiration of his leave, Lieut. Lawshe returned to Camp Peary, Va., to await further orders.

Capt. Virgil E. Williams, a veteran Bridge Inspector before enlisting in the Army, writes an interesting letter from what we guess to be England or France. "Duke," as Williams was known to his associates, says in part: "Your ever welcome paper arrived today and I was interested to find among the highlights a picture of the field men of the Newark office, having worked with most of them before and after joining the Bridge Division, especially "Kingfish" Brower . . ."

"Lt. Pach (Maintenance Div.) and I must have by-passed each other here, our work and travels being similar. In fact I talked with a Lieut. from the 358th about a week ago and it might have been him. Life is like that."

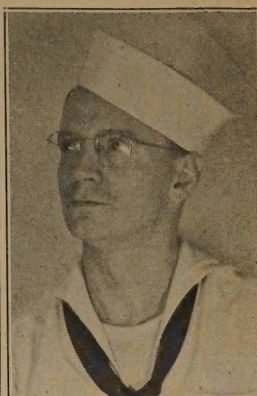
"I have made bricklayers out of lawyers, cooks out of bartenders, concrete finishers out of clerks, and have a driver who owns oil fields in Texas. In fact I have taught a lot of men to do many things I didn't know much about myself, but this is the army mister where you do the hard things first and the impossible things take but little longer."

"Thanks again for THE HIGHWAY and give my regards to everyone, especially in the Bridge Division . . . and please note change of address."

How about a letter to "Duke" addressed as follows:

Capt. V. E. Williams, C. E.
0922037
368 Engr. (G.S.) Regt. Co. F.
A.P.O. 350, New York, N. Y.

Pays the Bills



M. B. MCCROSSON

Maurice B. McCrosson, Storekeeper 2nd Class, formerly of the Title Bureau, was a recent visitor around the Highway offices. Maurice, who was married during his two years service with the Navy, has charge of the payment of bills for the Naval Frontier Base at Tompkinsville, Staten Island.

During the time Mac has been stationed there he has had the opportunity of boarding various naval craft, including submarines, destroyers, flat tops and cruisers of American and foreign registry.

A letter will reach McCrosson if addressed to U. S. Naval Frontier Base, Tompkinsville, Staten Island, N. Y.

RETURN OF FIGHTING SONS MAKES TOM BROWN HAPPY

Tom Brown of Fernwood is a proud and happy man. On a recent vacation Tom was joined by his son, Edward, a Marine veteran of five major battles in the South Pacific, including Guadalcanal and Tarawa, who has been honored with the President's Medal as well as one presented by the Commandant of the Marine Corps for bravery and exceptional performance under enemy fire.

As if this were not enough to fill Tom's cup to overflowing, he was further overjoyed when on the day after Ed's arrival in walked Tom, Jr., home for the first time after nearly three years in the Aleutians.

Many a tale of combat with Japs in both ends of the Pacific will be told while these boys are home and you can bet that Tom won't miss a word of it. His only regret is that the third son, Harry, at present stationed with his Sea Bee unit in the South Pacific, is unable to be with them on this gala occasion.

A fighting trio (a Marine, an Infantryman and a Sea Bee), who have met the Jap and beaten him at his own game, is the best way to describe the Brown boys. No wonder Tom is proud of them and about as happy a man as you will find in your travels.

JOSEPH RABATIE

The Equipment Division lost another faithful employee when Joseph Rabatie died at his home at 1943 McGalliard Ave., White Horse, on Aug. 8th.

Mr. Rabatie exemplified the highest type of public employee and it was with pride that he pointed to his record of perfect attendance for more than ten years.

A veteran of twenty-two years service, his passing leaves a gap that time alone can fill, and THE HIGHWAY joins with all who knew Rabatie in extending heartfelt sympathies to the two daughters, three sons, and four grandchildren who survive.

In the Army

The boys were griping about politicians' sons when up spoke a new voice behind them.

"I'm a politician's son," said the voice, "and I'm here in the army just like you ordinary guys."

The gang turned around to see who owned the voice.

"Yes, Captain," they said.

PROJECTS PARAGRAPHS

E. L. MEYER

From Jerry Gavin comes the information that Inspector Walter Lasher's son, Lieutenant T. W. Lasher, was recently killed in action in France. Lt. Lasher was an observation officer in the Artillery and had been across only eight weeks.

The Projects Division expresses its sincerest sympathy to Walter and his family.

Ed Scott, formerly Mr. F. E. Harris' Secretary, is now a second lieutenant, having graduated from Officers' Candidate School at Camp Lee, Va. Shortly after finishing his training, Ed was moved to Fort Devens, Mass., where he is being groomed along with others to command Negro troops.

We haven't heard from Captain John McGary since he sent us his A. P. O. number, but we understand that he was in China for a time and is now in India.

While in this country, Capt. McGary was in charge of the Millville, N. J., Airport which was built under his supervision.

Major Al Faxon is in France with the 83rd Division. Recently he had the privilege of hearing twelve of his Artillery Battalions blasting one target simultaneously. He claims that our Artillery is "tops" and that the "Krauts" have a very healthy regard for it.

Conditions in France are not so good, and after weeks of dirt and mud and swamps what he wants and wants most is a good shower bath.

Your M. C.
presents—

THE LADIES...

Bless Them

A bouquet of happiness and best wishes to June Nelson who became the bride of First Class Petty Officer William Walter on July 22nd during his fifteen-day leave from duty in the South Pacific. Knowing June as we do, we're sure she made so beautiful a picture in the quiet rectory at St. Mary's Cathedral, that a certain "First Class" heart must have turned many a somersault. She was wearing white silk jersey adorned with an orchid corsage, a small hat with a veil falling to her shoulders, and elbow-length gloves. The groom was attired in the blue dress uniform of the Navy. With "So Little Time" the couple honeymooned in New York.

"A fellow on a furlough" was Minnie Pollak's husband recently home for twenty-one days from Camp Lee, Virginia. Those days together couldn't have been better spent than basking in the sun at Asbury Park.

Play time: Miriam Devlin funning at Seaside . . . Alice Carrell at Bay Head . . . Eleanor Elston at Canadensis, Pa . . . Helen Coffey sporting at Metedeconk . . . Lorraine Finkle bathing in crystal-clear Lake Mastan . . . Ruth Moran covering the shore points . . . Winifred Brady resting at home . . . Anne Manion and Frances Martin vacationing at Atlantic City . . . and your "M. C." enjoying their stay at the Oak Grove House in the Pocono Mountains. Betty Levie tramping the hills of W. Va.

Suggestion Box

Starting with the September issue, THE HIGHWAY will publish each month a list of those employees whose suggestions have been accepted by the Suggestion Committee. Every effort will be made to keep this list up to date so that you may know which men and women are contributing to the efficiency of the Department.

While on the subject of the Suggestion Box, have you sent a suggestion recently, if at all? Nearly 200 suggestion have been sent in to date and out of this number over 30 have been accepted.

MEET THE GANG



Foreman Ulysses Marinet of Madison sends this fine picture of his maintenance crew for publication in THE HIGHWAY. They are one of the important units of Supervisor A. J. McManus' Division and are charged with the maintenance of Route 24 from Morristown to Irvington and Route 10 from Morris Plains to Prospect Ave., West Orange.

As road crews run these days, this group must be considered a large one. They are also efficient and dependable and have every reason to be proud of the record they have compiled.

At the first glance most people would mistake the white haired man, standing on the extreme left, for Jack Carr, Maintenance Supervisor. Don't be misled, however, for this is Foreman Marinet, who is often mistaken for the former. Others in the photo from left to right, standing, are: Fritz Arnt, Nicola Barbato, Dominica Garreffa, Tony Moccia, Carmine Petracaro, Salvatore Frenda, John Angri, Anthony Polisi, Fred Allacco, Charles Ricci, Pellegrino Datola, Walter Ryan and Frank Farrell. Kneeling: Gennaro D'Amrosio, Tony Ursino and Savino Cimaglia.

Arnt is a mudjack specialist and many North Jersey highways bear testimony to his ability to raise slabs that have settled under heavy traffic. The mason of the gang is Moccia, while Angri is particularly distinguished by the fact that he has two sons serving overseas with the Army.

Allacco is the compressor operator of the gang, while Walter Ryan, who serves as truck driver, is also a veteran of the last war. In his absence, Farrell handles the truck.

Another veteran of World War I is Ursino, while his fellow worker Cimaglia has three sons in the present conflict. Of course, this crew boasts of the usual number of gardeners, fishermen, huntsmen, and those who pursue miscellaneous hobbies, but their most outstanding characteristic is their skill in maintaining their sections of highway throughout the year.

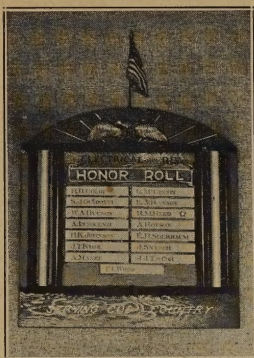
ELECTRICAL FLASHES

REG BOWEN

The State Bridge Employees Association, Inc., held their July meeting at Perth Amboy. In addition to the routine matters, President James Lipari reported that he had been informed by Mr. Hays, Electrical Engineer, that funds were being made available for the reclassification of State Highway bridges. He further stated that Senator Proctor had made known to him the fact that Dr. Carpenter, President of the Civil Service Commission, expected to put the new classification into effect on or shortly after September 1, 1944.

Two new members have been enrolled in the persons of Vaughn Melure, Attendant on the Ocean City Bridge, and Thomas Ryan, Attendant on the bridge at Bridgeport. No meeting is scheduled for September.

HONOR ROLL



Through the efforts of Al Wright, Bill Rasmussen and Frank Wood, the above Honor Roll now adorns the walls of the Fernwood office. The 15 names which appear on it represent those employees assigned to that office at the time they entered the service along with that of E. R. Sherbaum, former head of the division.

More recently a complete Honor Roll has been placed in the main office at 148 West State Street, with the names of the 33 members of the Electrical Division on it.

We have been informed that Jerry Iannaccone EM, 1st Class; U. S. Navy, and the former Henrietta Margaret DeMayo, both of Paterson, were recently united in marriage. Jerry was employed as Bridge Operator on the Hackensack River Bridge, Little Ferry, prior to his enlistment in the latter part of 1942.

Lt. Oscar C. Sampson, son of Oscar J. Sampson, operator on the Little Ferry Bridge, was co-pilot on a Flying Fortress and was forced down on neutral territory and is interned for the duration. The Lieutenant is well, having escaped injuries in the forced landing.

The deepest sympathy of this Division is extended to Mrs. Louis J. Boland upon the recent passing

ADMINISTRATION DIVISION

ARTHUR EGAN

Mr. Oscar Jimenez, Bridge Engineer of the Chilean Department of Highways, spent several days studying the Department accounting methods. The United States Bureau of Roads recommended the N. J. Highways accounting method to the Chilean Government as being a model accounting system as well as a pioneer in its field. Marvin Howell, Chief Accountant assisted Mr. Jimenez in his study and explained the workings of the entire system. While here, the Chilean representative also studied the Cost Accounting methods of the Department with Chas. A. Hurley.

While spending part of her vacation on her cousin's farm up in Sussex County, Marilyn Siddall was sent out to bring in a calf. The calf, being a playful fellow, inched away each time Marilyn got within reach. Finally, in desperation, Marilyn made a lunge for the calf and managed to catch hold of its tail. The calf, objecting to having its tail pulled, lit out through the barn-yard with Marilyn clinging to its tail. After a trip around the barn and several circles around the corn crib, young Ferdinand decided he had had enough and came along peacefully.

Jim Corle has joined the Blood Bank Gallon Club. Jim is the second member of the Administration Division to donate eight pints of blood—Elgin Mayer being on the way to his second gallon. Among others in the Division who have donated four times or more are: John Gulick, Bill Ward, Earl Hankinson, Art Egan and Mary Cunningham.

Charles A. Hurley received an interesting letter from Cpl. Salvatore Bonfanti. When Sol's outfit moved into Camp Meade, he was instructed to report for special

of her husband, Louis J. Boland, of Paterson, Bridge Attendant, assigned to the Little Ferry Bridge.

A recent letter received from 1st Lt. Edward Raymond, former lighting investigator, reveals that he has been in action in Italy and has since been transferred to North Africa.

assignment. Not knowing the nature of the assignment, Sol was pleased to find himself assigned to tabulating work with Sgt. Chas. Hurley, Jr., formerly of State Wide Planning. Although Sol was sorry to leave his buddies, nevertheless he was pleased to get back into the same line of work he was doing here and especially with someone with whom he was acquainted.

The present low condition of the Delaware River recalls many adventures of the boys who plied the river in former years. Frank Kimble and Paul Cranmer are two ardent river travelers who are acquainted with all the danger spots along the entire Delaware. Frank has a fine map of the river made during a trip down the stream and in addition is the holder of many medals and awards won in competition during his days of paddling on the Delaware.

Chatter: Congratulations and best wishes to Seaman and Mrs. Joseph Russo who were wed recently. Mrs. Russo is the former Dorothy Pinto of Trenton . . . Bill Ward enjoyed a week at Far Rockaway. Bill has been spending his week-end along the Metropolitan resorts this season . . . Pvt. Kermit Bonner, Medical Corps, home on furlough. Kermit reports being chosen company barber. Says he never cut hair before—was just handed a pair of clippers and put to work. Perhaps his experience as a tree trimmer landed him the job . . . Congratulations to Mr. and Mrs. Frank Torkewitz who have just finished 30 years of wedded bliss. Frank and the Mrs. celebrated the occasion with two weeks vacation at their Wildwood home. Otto Peterson, now of U. S. Navy, turned up way down in New

Hydrides . . . Johnny Kownacki is again doing boat training prior to a new assignment . . . Marvin Howell has returned from a few days vacation . . . Cy Card, Ken Rice, and families are vacationing . . . Our sincere sympathy is extended to Gene Palmer and Mrs. Palmer on the occasion of the death of the latter's mother, Mrs. William Mason . . . Evelyn Maley spent a week's vacation at Wildwood.

PLANNING SURVEY

JOHN CHRISTIANO

The Misses Franke and Terry helped to relieve the critical women shortage at the shore. Miss Becker sped to the mountains and Miss Patania kept an engagement with her dentist. Poor "Lil," we feel for you but can't reach you.

Senor Delgado enjoyed a 4-day siesta in Rutherford, N. J.

Joe Natale was seen promenading on the boardwalk at Asbury. Careful, Joe, the ocean and moonlight is a tough combination to beat—if you wish to stay single.

Bridge Dept. please note—Anthony Amabile was the only 4th of July casualty. Tony stepped on a rusty nail. As all the doctors in the vicinity were away for the 4th poor Tony had to take a half dozen shots of pre-war brandy! Tough break, Tony, hope the supply of brandy lasts.

"Press" Northup, of the Traffic Dept., is receiving instructions from Miss Terry on the intricacies of the IBM Machine—the lucky stiff. "Press," by the way, is an accomplished organist and choir leader in Jersey City and also knows a good deal about the whys and wherefores of photography—what a man!

It took a war to do it but Messrs. Vanderhoof, Stover, McCoy and Verdi, from up "Dem Dar Sussex Hills," checked in at the Newark Office for a couple of weeks, also A. A. Paul and his assistant, Earl Parker. (Swell fellows all.)

Declaration: Unless Miss Becker refrains from asking Johnny Christiano to help her check an hour's work 5 minutes before quitting time, there's going to be mutiny—pure and simple.

Well, here it is—a commentary on the Margaret M. Hennessey party held on July 20th at the Orange Elks' Home in honor of her 25th year with the Department. After the guests had partaken of some victuals and liquid refreshments, James H. Driscoll, Master of Ceremonies, interrupted the proceedings to introduce Mr. E. V. Connett, who made a very good short speech, and also Mr. C. A. Burn, whom the Committee elected to present Margaret with a bond as a token of the esteem of her co-workers in the Department. Congratulatory letters were read from Commissioner Miller, Mr. Bedwell and Mr. Grover. Margaret responded with a very nice speech. "Dry those big brown eyes and smile, dear," Eugene J. Palmer, guardian of the beautiful Trenton contingent, arrived about 7 p. m.

Everything was going along serenely the first couple of hours and Walter J. Yucho was the unofficial bartender. Then things began to happen. Chuck Connors, of the Construction Office, had Christiano sit at the barroom piano. Miss "Flo" King sang a couple of numbers. Acoustics being bad, few heard her. Ethel Weiss and Chuck Connors made an ideal couple on the dance floor. Chuck must have been good 30 years ago—need we say more? Helen Tallon acted as a sort of chaperone for the visiting ladies. Kathryn Laughry enjoyed herself immensely. Louise Becker, arriving late, received special attention from Del and Walter.

And last, but not least, we haven't mentioned the swell job Mary Chamberlain did toward making the party the huge success it was. Mary was the official hostess and made the rounds during the evening to be sure everyone was having a good time. We'll call on you again, Mary, at the first opportunity. Others who assisted Mary and Driscoll were Gene Palmer and M. Radus.

Evelyn was routed from her hotel by the fire that destroyed a block of Wildwood's boardwalk . . . C. A. Hurley, Chairman of the File and Records Committee appointed by Commissioner Miller, reports that in addition to its studies of the file and record system of the Department, the Committee eliminated many obsolete records that were turned over to the scrap drive.

Title Bureau Holds Annual Corn Roast



Getting Down To The Serious Business Of Eating was no chore for these hungry highwaymen who attended the recent Title Bureau's picnic. The cool breezes along the Delaware came as a pleasant relief to the hot weather which typified mid-August and it was with a feeling of regret that final good-byes were said.

On Thursday, August 10th, members of the Title Bureau and their guests trekked to Sudders Falls on the Delaware and there at the summer home of Velt Sams officially consummated the 5th annual corn roast and outing of the office.

This affair, which is fast becoming one of the most enjoyable gatherings within the Department, was attended by eighteen men determined to make the event one that would long be remembered. Among those present were Sams, Ed Drake, John Watt, Otto Seggel, Fred Vollmer, Vince Rebbeck and Bill Kirk, all of the Title Bureau; Ray Callahan, Dick Snyder and Charles Levine of the Compensation and Claims Office; Bill Haney of the Legal Division; Harry Beilinson, Herman Kramer and Milt Swackhamer of Real Estate, as well as Patrick "Pop" Callahan, father of Ray, Joe Gribbon of Fish and Game Commission, and your editor.

The surprise of the evening was afforded with the unexpected arrival of Maurice McCrosson, a former Title Bureau employee now serving in the Navy.

As usual, the food consisted of corn, hot dogs, potato salad, cold cuts and sandwiches, with liquid refreshments to suit your taste. Entertainment centered around the quiet court and card games, with some barbed measure.

Already the boys are speaking in terms of next year's affair.

GEORGE OLIVER

It is with regret that we announce the death of Maintenance Foreman George Oliver, who died at his home, 250 Delevan Street, New Brunswick, on Tuesday, July 22nd, after a long illness. George was first employed by the State Highway Department as an Assistant Maintenance Foreman on June 23, 1924, and in December, 1926, was appointed a Maintenance Foreman, the position which he held until his death. Of late years he was in charge of the maintenance of Route No. 25 between Deans and the Raritan River Bridge, Route S26, Route No. 26 from Adams Station to New Brunswick and Route S28 between New Brunswick and Old Bridge.

Mr. Oliver, a member of the Ten Year Club of the Highway Department, would have been honored with a 20-year pin at the annual dinner of that organization but for his untimely death. His record as a foreman was one of faithful and conscientious service and his death means an unmistakable loss to the State Highway Department. In addition to his wife, Margaret Klein Oliver, he is survived by seven sons and four daughters. To them we extend our sincere sympathy.

EQUIPMENT ITEMS

JAMES O'ROURKE

Jimmy Flavin, Storekeeper 2/c of the Sea Bees, has received a medical discharge from the Navy after being hospitalized for some time at the U. S. Naval Hospital in Corona, Calif.

Jimmy is once more back at his duties as Senior Stock Clerk at Fernwood and we wish to take this opportunity of extending him a hearty "Welcome Back!"

The newest addition to the Grandfathers Club at Fernwood is Arlington Stinson who became eligible on July 14th. Stinson is particularly well pleased and somewhat jealous of the wonderful crop of hair sported by the youngster.

Charlie Hart, vacationing on his boat at Forked River, N. J., says the fish are biting as well as the mosquitoes and green flies.

Frank "Rags" Smith on his way. Started for Buffalo, but heard from him passing through Roanoke, Va. Up to his old tricks again.

Also to Charles Zweigle, Administration Chauffeur, on the death of his sister who passed away at her home in Trenton. Charlie, himself, is still on the very sick list at his home and his friends are all rooting for him to get back on his feet again.

In an electrical storm that hit Trenton suburban areas on Monday evening, July 24th, lightning hit the home of Bob Martin of the Fernwood office staff, leaving a big hole in the roof, cracking all the plaster and spoiling Bob's radio, as well as loosening all the outside boards and pulling the nails out about one inch. Luckily, no personal injuries were sustained

other than shock, but the storm caused many unpleasant moments.

Bill Rockford has joined the sick list, being laid up at home with a broken wrist suffered in a fall down the cellar stairs.

Paul Petitio on his way to Montreal, Canada, to visit old friends. Blondes or brunettes, Paul?

We wonder what objections Ed Johnson of Toms River Garage has to joining the Coast Guard Reserve. We all believe it is a good outfit. How about it, Ed?

Condolences are extended to Joe Pate, Senior Gaurd at Fernwood on the death of his father who passed away at his home in Ashford, Alabama.

MORRIS P. HUNT

Morris P. Hunt, Sr. a veteran of twenty-five years employment with the Equipment Division, passed away at his home on Grand Avenue, West Trenton, on August 6th after a brief illness.

Mr. Hunt, who entered the employ of the Highway Department when the original plant at Monmouth Junction was still in operation, had served continuously until his recent illness. He would have received a twenty-five year pin from the Ten Year Club this fall as result of his faithful services.

He is survived by his wife, Mrs. Elizabeth Woolsey Hunt, two sons, three daughters, and five grandchildren, to whom his many friends send sincerest sympathies.

Maintenance Notes

—GENE BECKNER—

Word has been received by Abe Cronk, a member of George Beattie's maintenance crew, that his son Earl, U.S.M.C.R., has been wounded in action. The nature of the wounds was not reported and we sympathize with Abe during this anxious period which must necessarily follow before full details are available.

Russ Geller is really hitting that golf ball these days. Russ, a member of the Yardley C. C., put together an excellent round while qualifying for the recent club championship and to his surprise found himself in the Championship Flight. He fell victim to Judge Albert Cooper, Jr. in a later round, but qualifying in the first 16 was something of which to be proud.

Speaking of golf, Alex Muir had a bit of trouble in the sandtrap on the 18th at Yardley the other day, taking some 8 or 9 blows to blast his way out. By an unfair quirk of fate, who should be playing in the foresome immediately behind but his old arch-enemy golfer Morris Goodkind. Morris complained that Alex left enough firm aggregate on the green to cover a goodly stretch of highway.

Those old wood ticks are out thirsting for victims again. Bill Applegate, who works for Foreman Fred Yannut down Hightstown way, was bitten by one recently and the bite became infected causing Bill to lose several days' work. Charlie Fearley reports that he was nipped a couple times while engaged in hedge shearing. Fortunately, only very rarely is a Jersey tick a carrier of the dread spotted fever, but even this harmless variety are decidedly inconvenient as many of the field men will testify. It seems they have a penchant for discovering the most vulnerable spots and there establishing their beachheads.

Our sympathy is extended to Earl Erlandsen, bridge carpenter under Foreman Ed Hankin, whose wife, Bertha, died on Saturday, July 15th.

Gerry Cahill and Charlie Walklett have enlisted in the U. S. Coast Guard Reserve and following the completion of their indoctrination courses have received the rating of Seaman 1C (T). Gerry is serving at the Forked River Coast Guard Station and Charlie at Cedar Creek. Their part-time service, when coupled with that of others, some of whom are members of the Department, means the release of a regular coastguardsman for more active service. Avast thar' you land-lubbers!

Solace for the hot weather. Think on the poor moth who spends his summers in fur coats and his winters in bathing suits.

Three members of Paul Haney's maintenance crew, Eli Sutton, Charles Wert and George Smith, were all stricken seriously ill about the same time during the month of June. They all have our best wishes for an early recovery.

Jack Carr, Sr. was pleasantly surprised the other weekend when two of his boys in the service, Joe and Bob, managed to get home together at the same time. Joe, who was formerly employed in the Equipment Division, is now stationed at Thomasville, Ga., a member of the U. S. Army Air Corps, and Bob at Fort Knox, Ky., attached to the Headquarters Company of an Armored Division. The only fellow missing was Jack, Jr., who is still inhabiting the South Pacific Area, the Admiralty Islands.

Just to remind you that the baseball season is now well under way, have you heard the one about the '44 office boy who asked for the afternoon off because his grandmother was playing right field.

Postwar Planning is much in the news these days. Something to bear in mind is offered in a verse that came to our attention recently:

This talk about the postwar world
No matter where you live,
Is always what they're going to get
And never what they'll give.

—Eva Willis Wangsgaard.

Fernwood Guard Participates in Thug's Capture

The alertness of John E. Isherwood, Fernwood Guard, saved a woman, whose name is being withheld, from possible injury and resulted in the apprehension of her would be attacker.



JOHN ISHERWOOD

Isherwood was on duty at the Fernwood gatehouse early on the morning of July 29 when he heard a woman scream. What followed is best narrated in the words of Isherwood, himself.

"Upon hearing the screaming, I looked down Scotch Road in the direction of Trenton and saw a woman run into the road and fall and a man running away from the scene which was about 200 yards from my post.

"I jumped into my car which was parked nearby and upon reaching the woman was told that the man had attempted to attack her and had a large stone for a weapon.

"I then instructed the woman to go to the gatehouse and set out in pursuit of her assailant who had sought refuge in a nearby woods. At that time I noticed a State Police car approaching and signaled to the trooper who soon joined me in searching the wooded section.

"After going a short distance I encountered the man crouched behind a clump of bushes and ordering him out proceeded to turn him over to the State Policeman."

The officer and Isherwood then

Construction Comments

—Fred C. Claus—

Trenton

Among some of the recent vacationists were: Carl Slemmer and Tommy Frascella at Seaside Heights; Johnny Madden at Ocean City; Helen Coffey at New York City and shore resorts; Lorraine Finkle in upper New York State; Mary Filippini at Asbury Park; and Ollie Lozier at Dover, Del. . . . Other items of news show Fred Quinn working hard to increase the membership of the Highway Credit Union to 500, and also taking subscriptions for books and magazines; Mary Filippini, Lorraine Finkle, Anne Spector and Alex Cohen celebrating the latter's birthday at the Hotel Hildebrecht Grill Room—birthday cake and all; Henry Stephan enjoying net fishing it the bay at Waretown and having good luck; Jim Kersey "appropriately" celebrating his 50th birthday; and Alex Cohen catching fluke off the pier at Long Branch.

Lorraine Finkle believes firmly that the only use to which corn seed should be put is for "bingo markers."

In a recent letter from Lt. Harold Blake, of the Flemington office, he reports that once again he has met Ollie Doll, but this time in France. Their first meeting was in England about a year ago.

Upper Montclair

Survey and Plans gladly welcome "Maury" Radus, "Stretch" Schenck and Pete Trainor into the fold. The noon hour strategists have new competition in their efforts to outguess Gen. Eisenhower.

Norman Sanwald is beaming over the achievements of his son, William, who recently graduated from Pompton Plains H. S., with highest honors. Not only was Bill president of his class and of the student council, but so varied were his accomplishments that the school year book is being referred to by fellow students as the Sanwald isshce. He has been awarded a scholarship to R. P. I.

returned to the gatehouse where the intended victim of the attack gave a statement. She, however, declined an offer to be taken home, stating that she lived but a short distance away and had sufficiently recovered to walk unassisted.

Later in the day Isherwood was notified that the assailant was in the custody of the Ewing Township police.

BRIDGE BRIEFS

—Arthur Lichtenberg—

Oscar Jimenez, Bridge Engineer for Chile, visited this office in mid-July and commented favorably on the design, appearance and details of our structures. . . . Philip J. Costello, formerly Chief Architect for the Federal Housing Administration at Camden, has just announced the opening of an office in Camden for general contracting and building construction. Phil will be remembered as an employee of this division leaving our employ in Sept., 1933. . . . Golf notes include Morris Goodkind chipping in the 18th cup at Yardley for a birdie. . . . With Petersen's recent string of birds, he now has the distinction of having birdied 17 of the 18 holes at Yardley, giving him a composite course of 55. . . . Chester Smith has learned that a brother, Roscoe B., is Mayor of Oroville, Wash. . . .

Chas. H. Spence, now on the Berrys Creek job, boasts a 9 lb. grandson, whose father C. R. Spence is in the U.S.N.R. Chas. reports a producing victory garden at Berrys Creek. . . . R. B. Titsworth quietly celebrating a splendid anniversary July 26th. It was his 32nd wedding anniversary. . . . Bridge Division outing highlights include Morris Goodkind and Chas. Fox as quait "supers," Jerry Osborn introducing the flip-flop quait. . . . Marcel Luday acquitting himself well at the hamburger, corn and beer tables. . . .

Robt. E. Simon a cook extraordinary. . . . Jack Evans, a winner at cards. . . . Frank Wilson donating 5 doz. home grown corn. . . . W. H. Spencer and J. H. Patrick keeping the clams coming, the beer cold and the appetites satisfied. . . . Jim Whitehead and Ralph Titsworth talking about "Avengers"; Chas. Engenach, an enthusiastic visitor. . . . Sven Hedra introducing a Swedish twist to his quaits. . . .

G. A. Hefferman, the essence of geniality. . . . Bill Clow in from Philly looking streamlined and with a healthy appetite. . . . F. C. Dileo giving Jerry Osborn a "line" and L. C. Petersen not deigning to play his usual epicurean role. . . . E. W. Keering employed in Haddonfield designing nautical instruments. . . . Recently closed Fifth War Loan drive shows J. H. Patrick's 10th Zone, 3rd precinct in Trenton with \$7,200 in bond sales; J. F. Evans, 14th Zone and 6th Precinct with \$18,681.25 in sales. . . . Lieut. D. R. Lawshe back from Oran and a rest in the hospital at Norfolk, looking splendid in that new grey issue and ready for his next assignment. . . . Recent vacationists include R. E. Simon at Wildwood. . . . C. M. Fox at Cranberry Lake. . . . Sven Hedra at Belmar. . . . "Mike" Furry at Ocean Gate. . . . John Patrick at Seaside Park. . . . F. C. Dileo at Browns Mills and L. C. Petersen at Portland, Me. . . . Wilbur Spencer convinced that he was losing weight called attention to his belt as evidence since it was buckled at the last notch and could apparently still be tightened. A voice asked, "Well, why don't you punch another hole in the belt and tighten it." Jack Evans, who happened to be listening in, replied, "He wants to breathe, that's why."

Do You Remember When?—The construction team in the State Highway Baseball League looked something like this: Davis, P.; Hankin, C.; Tallon, I. B.; Evans, 2-B.; Fox or Dileo, S-B.; Voorhees, 3-B.; Burch, C. F.; Spencer, L. F., and Lefferson, R. F.; also the time H. Fowler suffered a broken ankle, Jack Evans a wrenched back and Johnny Curran did calisthenics between 3rd base and home plate.